



PROFESSIONAL INSTRUMENT COURSES

# INSTRUMENT TRAINING

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*A full professional program at your location!*



"... I am confident in my instrument skills and have put them to much use. Thanks again."

– G.S.K., Medford, OR

"You instilled in me the confidence to fly safely in IFR conditions. For this I am very grateful."

– R.J.L., Oakville, IL

"P.I.C. was perfect for me, because of my busy schedule."

– L.D., Big Spring, TX



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### BE AN EXCELLENT PILOT

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Is the instrument rating so important that you want the finest training you can get? Do you want to be sure that nothing is left out?

Whether you plan to fly hard IFR, or just to go through an occasional overcast, you deserve the best possible training. Well organized, professional instruction will make you a better all-around pilot, ready for safe IFR flight.

Because we concentrate on instrument training, P.I.C. has the most thorough, professional program anywhere. Specialization has led to success, and today we train more private instrument pilots than any other school. Thousands of pilots, from all 50 states, have become instrument rated with P.I.C.

As a P.I.C. client, you will become a confident and proficient instrument pilot, not just a ticket holder who is really comfortable only under VFR. The goal is your proficiency and safety, not FAA minimum requirements. You will get skills you can use effectively for the rest of your flying career. Join our many graduates, who are proud of taking a course which is recognized as one of the best in the country.

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### AT YOUR CONVENIENCE

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P.I.C. gives you outstanding personal service. From the day you sign up to the day of your flight test, we are ready to guide and assist you. Whether in a large city or on a remote farm, you can get professional quality instrument training where you live, on your schedule.

Your P.I.C. instructor gives ground school and simulator sessions in your home, and flight training from your local airport. He stays at a nearby motel, and tai-

lors the eight hour daily schedule to suit you. Our nationwide network of instructors gives us ready access to all parts of the country.

The training is predictable and proven. Thanks to P.I.C.'s experience, you can count on excellent service and top quality results. The course is carefully planned and tested – it is going on every day in many different parts of the country. Like our many graduates, you can expect smooth execution and nothing forgotten. Our clients agree that the convenience of the program cannot be matched elsewhere.

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### SAVE MONEY AND TIME

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The alternative to full-time training is the free-lance instructor or FBO flight school. These local operators may offer low per hour cost.

Unfortunately, they usually stretch the training over so many months, and use so many airplane hours, that the total cost is surprisingly high.

The P.I.C. course is more economical. It calls for only ten days and 20 flight hours, and most clients finish on schedule. You can actually have your rating within ten days of beginning the course! The simulator is such an effective learning tool that you need less aircraft time, and you save money accordingly.

P.I.C. has a single fee for the 10 day training. It includes all instruction and unlimited use of the simulator. The average cost of P.I.C. training is actually less than competitive programs. Our clients find it an excellent value – an efficient and cost effective route to the instrument rating.

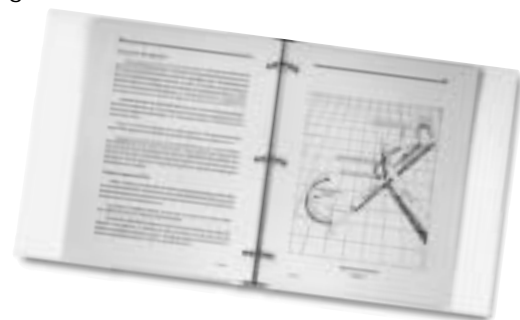
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### THE CURRICULUM

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You will learn efficiently in the P.I.C. program because of its well organized Syllabus. Graduates say that the course is easier than expected, because of its simplicity, completeness and logical order.

The P.I.C. Syllabus was developed over years of training instrument pilots. It is a practical guide to effective, safe and legal IFR flight. Detailed sections on all the



“ . . . the convenience of training at home is worth quite a bit. You worked around my schedule instead of my working around yours, as I would have with the local CFII.”

– D.A., Madison, CA

“I spent less using P.I.C. than I would have with the local CFII on a hit or miss basis over many months.”

– A.M.D., Stormville, NY

“ . . . best bargain encountered in years. The final cost, all things considered, was less than a more traditional approach to IFR.”

– D.P., Seattle, WA

relevant topics are included, in an orderly and logical sequence. Each section ends with a comprehensive quiz to reinforce understanding. You will be ready to use your new rating, and well prepared for the instrument flight test.

The P.I.C. Syllabus has proved so effective that, by popular demand, we developed it into a book, The Instrument Flight Training Manual. The recently released third edition has been expanded, revised, and completely updated. The Manual is available from bookstores, schools, and from P.I.C.

Pilots everywhere, P.I.C. clients or not, use The Instrument Flight Training Manual to study and review the IFR system. Since it grew out of the P.I.C. program, it has the latest information on instrument flying and all the lessons P.I.C. has learned in its years of training instrument pilots.

While the P.I.C. Syllabus is provided only to clients, you can sample the flavor of the P.I.C. program with The Instrument Flight Training Manual. To order your copy, call a P.I.C. Training Counselor at (800) 435-9437 (that's 800-I-FLY-IFR).



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### THE TRAINING STAFF

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P.I.C. instructors live in all parts of the country. Using the world's largest "fleet" of portable simulators, they take P.I.C.'s unique course to our clients. All are veteran instructors with exceptional instrument training experience.

As a P.I.C. staffer, each one trains more instrument pilots per year than does the average CFII in his whole career. All are mature professional teachers, as well as first class pilots. Each is dedicated to giving you the best possible instrument training.

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### THE INSTRUMENT RATING COURSE

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P.I.C.'s Instrument Rating Course follows a logical sequence. Each phase builds on material you have already covered. The difficulty increases gradually so you develop complex habits with surprising ease. Each segment includes ground school, simulator work and flight.

Ground school, including frequent quizzes, ensures that your understanding keeps pace with your

physical skills. You study every new procedure before practicing it on the simulator. The course emphasizes planning, regulations and ATC procedures. The simulator is ideal for instrument training, a much better learning tool than the airplane. You can turn it off, back it up and do rapid repetitions of any exercise. It saves a lot of time, energy and fuel and is quiet and comfortable to use. You learn IFR procedures more quickly and more thoroughly than in a noisy, vibrating cockpit. It is FAA approved for 20 hours of instrument training.

You polish your new skills in the airplane. You and your instructor carefully plan every flight and review it afterwards. Each flight lesson has a specific learning goal – you don't waste time "boring holes in



the sky." As soon as you master one phase, you move on to the next.

Your P.I.C. instructor will schedule your check ride with a Designated Examiner, normally for the last day of the course. You will feel proud at being so well prepared for the oral and flight tests.

**Prerequisites:** At the beginning of the course you should:

- A** hold at least a private pilot license and a current class III medical certificate;
- B** have logged at least 45 hours pilot in command, cross country. This may include student pilot solo cross country hours;
- C** have taken the FAA Knowledge Test for the instrument rating, airplane.

"... lucid and easy to follow, the content is comprehensive and arranged in a logical sequence. Regardless of one's experience level, it will be of benefit."

– a CFI

"... Finally, someone has written a book that makes IFR flying easily understandable."

– an FAA Controller

"My local examiner said the P.I.C. graduates that he had examined were some of the best IFR pilots he's had."

– F.X.T., Tampa FL

**The Knowledge Test:** P.I.C. offers several options for preparing for the FAA Instrument Pilot Knowledge Test. To determine your best choice, speak with one of our Training Counselors at (800) 435-9437 (that's 800-IFLY-IFR).



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### FINISH-UP PROGRAMS

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Some of our graduates began their training somewhere else before they called P.I.C. Some had been taking IFR instruction for many months. Often, it was good training... but only a few hours a week. They began to despair of ever completing the rating at that pace. Or perhaps their favorite instructor made a career change and was no longer available. Whatever the reason, P.I.C. had the solution to the problem. And they didn't have to start from "square one". You may be able to complete the entire P.I.C. program in much less than 10 days. The program consists of a comprehensive review of all instrument procedures and maneuvers, with our instructor allowing you to progress at your own pace. This assures that any gaps in your previous training will be covered. No matter how many hours of prior instrument instruction you've had, the P.I.C. finish-up program is tailored to fit your particular needs.

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### INSTRUMENT RECURRENCY TRAINING

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As a rated pilot, you can stay current, proficient and safe by periodically taking P.I.C.'s 3-day IFR Recurrency Course.

Designed for the general aviation pilot, Recurrent Training is conducted at your location, using the same system and to the same high standards as our basic Instrument Rating Program.

Recurrent Training will help you maintain and improve your skills, build confidence and stay up-to-date on changes in the regs and the system.

P.I.C.'s Recurrency Program is based on your unique needs. You and your instructor evaluate your skills and currency level, review everything, and concentrate on the weak areas. You don't waste time on what you already know.

In addition to a thorough review, you learn new techniques and practice little used procedures, with emphasis on emergencies and any special situations in your area.

Completing the program qualifies you for a Biennial Flight Review and an Instrument Proficiency Check.

**Type Specific Training:** Your instrument recurrency training is tailored to your aircraft. The syllabus addresses systems and equipment specific to your aircraft and includes airworthiness directives where appropriate. And of course, your instructor will be skilled in your aircraft.

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### WE'RE NATIONWIDE!

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P.I.C. is sometimes thought of as a Northeastern company and people imagine that their instructor will come from Connecticut. Nothing could be further from the truth...only our scheduling office is in Connecticut.

We operate nationwide, with lots of activity in California, Texas, Florida, Illinois...in all parts of the country. We have graduates in all 50 states and more than 60 instructors permanently stationed around the country...in 27 states at present. In most cases the instructor will come from nearby. Regardless of his home base, P.I.C. has a single fee that includes his travel to your location. Don't hesitate to call because you think your instructor will have to travel from Connecticut.



# FREQUENTLY ASKED QUESTIONS

Q: Where is P.I.C located?

A: We have instructors all around the country, with concentrations in California, Texas, Florida, New England, and throughout the Midwest. In most cases, your instructor will come from nearby, but in any case, his home base does not affect your cost.

Q: What are the instructors' credentials?

A: P.I.C. instructors average over 8,300 flight hours, with thousands of hours of instrument instruction given. Each trains more new instrument pilots per year than the average CFII does in a lifetime. Clients say they truly deepen their aviation knowledge by working with such highly experienced professionals.

Q: Does the simulator "fly" like the airplane?

A: The simulator is a practical tool for learning IFR procedures, not a substitute for the aircraft. It is quiet, completely safe and costs nothing to operate. You can stop to discuss a point or back it up to repeat an exercise. You perfect your procedures in the airplane. With this method, you learn IFR procedures four times faster than you could in the airplane alone.

Q: How many hours will I put on the airplane?

A: Only about 20, compared to the national average of 65. The simulator and the well organized curriculum save you time and money.

Q: I already have 30 hours of instrument training. Can P.I.C. help me?

A: Ask about our "Finish-Up" program. We review your skills and knowledge and then fill in the gaps. You don't waste time on material you already know. Many with previous training finish the course in considerably less than 10 days.

Q: Can I really get my rating in only 10 days?

A: Since 1980, in training thousands of pilots, the average pilot has completed the P.I.C. course in 10 days.

Q: If I "cram" won't I lose my skills just as fast?

A: Professional pilots, civilian and military, train on an intensive, full time basis, both for initial and recurrent training. Studies show that you learn better and retain more in a well organized, intensive program.

Q: I took the written almost two years ago. Should I review prior to the course?

A: The P.I.C. course is complete in itself. It covers everything you need to fly instruments safely, confidently and legally.

Q: Will I fly in actual weather?

A: We take you into actual IFR conditions whenever possible.

Q: Could the course be delayed by weather?

A: Severe icing conditions or thunderstorms can prevent flying on a given day. But the curriculum is so flexible and the simulator so versatile that the course is delayed by weather less than once in 50 ratings.

Q: Why should I train with Professional Instrument Courses, Inc.?

A: The instrument rating is the most challenging ticket you can go after. It is harder than the private and even tougher than the CFII. You owe it to yourself to get the best training available.

P.I.C. is the IFR training expert. We specialize in instrument training and have the most thorough, proven professional program you'll find anywhere.

Today, after almost 20 years of service to the industry, we train more private instrument pilots than any other school. Thousands of pilots across the country have become instrument rated with P.I.C. When you graduate, you will share their satisfaction in being the best instrument pilot you can be.



